

CHAPTER SIX

CLUTCH AND PRIMARY DRIVE GEAR

This chapter describes service procedures for the following subassemblies:

1. Clutch cover.
2. Clutch lever.
3. Centrifugal clutch and primary drive gear.
4. Change clutch.

The clutch cover, clutch and primary drive gear assemblies can be serviced with the engine mounted in the frame. However, because of the engine's mounting position in the frame, some of the illustrations in this chapter depict the engine removed from the frame for clarity.

Service specifications are listed in **Tables 1-3**. **Tables 1-4** are located at the end of the chapter.

ESP REDUCTION GEARS (FE AND TE MODELS)

FE and TE models are equipped with a reduction gear set that transfers shift motor rotation to the sub-gearshift spindle.

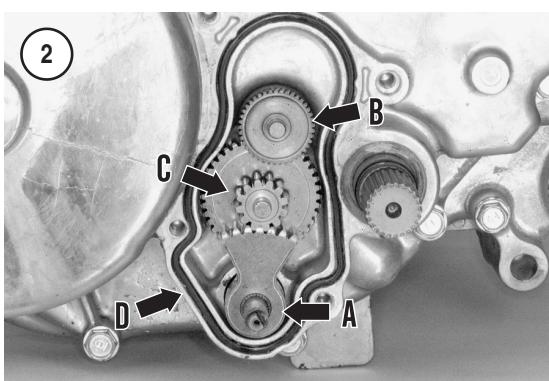
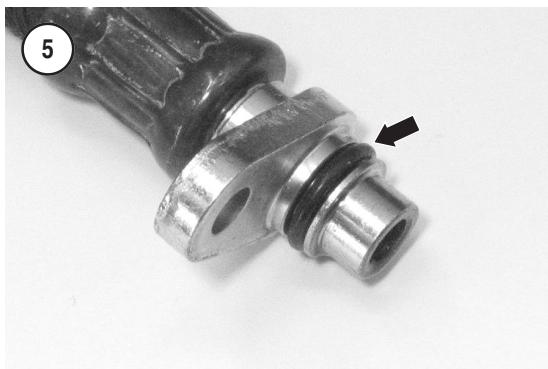
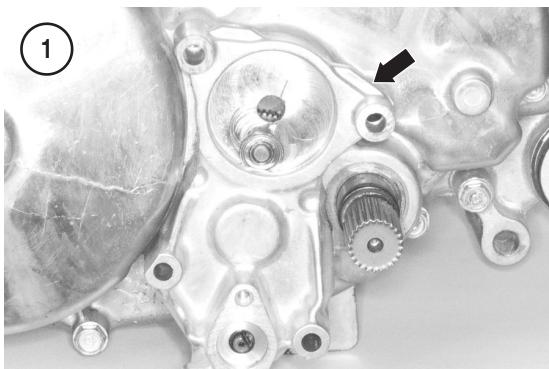
Removal/Installation/Inspection

1. Remove the angle sensor as described in Chapter Nine.
2. Remove the shift motor as described in Chapter Nine.

CAUTION

The gear cover is not secure after the shift motor is removed and may fall out.

3. Remove the gear cover (**Figure 1**).
4. Remove the sector gear (A, **Figure 2**), upper gear (B) and center gear (C).
5. Remove the O-ring (D, **Figure 2**).
6. If necessary, remove the dowel pin.
7. Clean and inspect the gears for excessive wear and damage.
8. Inspect the bearings in the clutch cover and gear cover. Replace the bearings if they are excessively worn or damaged.



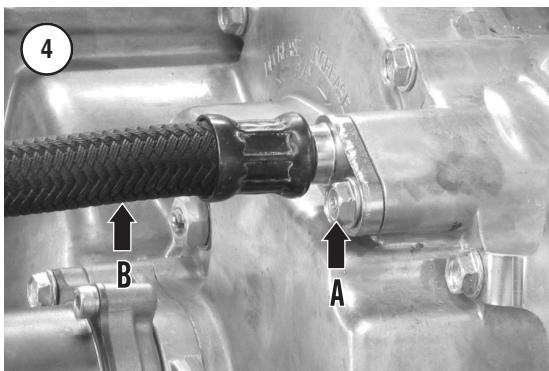
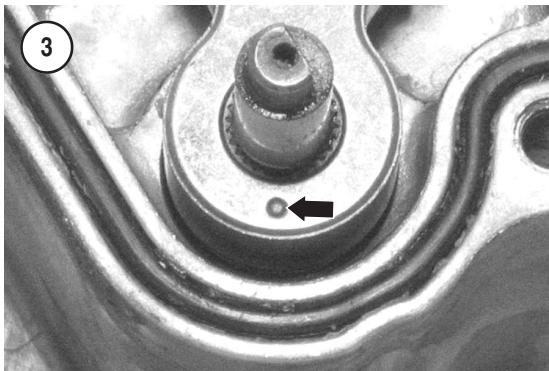
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9. Install the reduction gears by reversing the preceding steps while noting the following:

- Install the sector gear so the punch mark is out (Figure 3).
- Align the master splines on the sector gear and sub-gearshift spindle.
- Apply 3-5 grams of N2 or N3 rated grease to the gear teeth and journals of all gears.
- Install a new O-ring seal.

CLUTCH COVER

Removal/Installation



1. If the engine is mounted in the frame, perform the following steps:

- Park the vehicle on level ground and set the parking brake.
- Drain the engine oil as described in Chapter Three.
- Remove the retaining bolt (A, Figure 4), then detach the oil hose (B) from each side of the engine. Cover the hose ends to prevent oil leakage and contamination.
- Remove the oil hose O-ring (Figure 5).
- On FE and TE models, remove the ESP reduction gears as described in this chapter.

2. On FE and FM models, proceed as follows:

- Remove the lower front differential mounting bolt (Figure 6).
- Remove the upper front differential mounting bolt (A, Figure 7) and spacer (B).
- Remove the front differential front mounting bracket bolts (Figure 8).
- Push the front differential forward, then push the front driveshaft forward so it disconnects from the engine output shaft (Figure 9).

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